

# The Hong Kong Daily Press.

No. 8971

日二初月九年二十緒光

HONGKONG, WEDNESDAY, SEPTEMBER 29TH, 1886.

三拜禮 號九十二月九英港香

PRICE 2½ PER MONTH

## SHIPPING

ARRIVALS.  
September 27, SOOCHOW, British steamer, 325.  
Koo, Pathai 24th September, Hooch 25th.  
and Maoo 27th, General—Cargoes.  
September 28, CANTON, British steamer, 1,110.  
Bremner, Shanghai 25th September, General—JARDINE, MATTHESON & CO.  
September 28, BENALDIA, British steamer, 1,482.  
John H. Clark, London 13th August, and  
Singapore 21st September, General—GIBB,  
LIVINGSTON & CO.  
September 28, JOHANN, German steamer, 428.  
H. Bonje, Chafoc 26th September, and  
Tientsin 22nd, General—WILCOX & CO.  
September 28, ANTRUCK, Amer. bark, 933, H. J.  
Huntington, New York 4th August, Coal—  
Order—  
September 28, NECKAR, German steamer, 1,370.  
H. Baer, Shanghai 26th September, Mails and  
General—MELCKERS & CO.  
September 28, FOKEEN, British steamer, 309, J.  
S. Wyllie, Amoy 27th September, General—  
DOUGLAS LARBY & CO.  
September 28, GLENGARRY, British str., 1,866.  
A. Taylor, Shanghai via Amoy 27th Sept.,  
General—JARDINE, MATTHESON & CO.  
September 28, TARAPAC, British bark, 404, G.  
F. Graham, Manila 17th September, Bal-  
last—Captain—  
September 28, PHENOSCOT, Amer. bark, 1,066, O.  
G. Ester, Newcastle 12th August, Coals—  
ADAMSON, BELL & CO.

## CLEARANCES.

AT THE HARBOUR MASTERS OFFICE.  
28th September.  
Alex McNeil, Amer. bark, for New York.  
J. H. Bowes, Amer. bark, for Honolulu.  
Salter, French str., for Haiphong.  
Namea, British str., for Swatow.  
Protos, German str., for Saigon.  
Aston, German str., for Hongkong.  
Normanton, British str., for Nagasaki.  
Beaumaris, British str., for Yokohama.

## DEPARTURES

September 28, GLENROCHY, British str., for  
Shanghai.  
September 28, PORT JACKSON, British str., for  
Singapore.  
September 28, PALAMED, British steamer, for  
Amoy.  
September 28, TAIWAN, British str., for Aus-  
tralia.  
September 28, RAPID, Steamer bk., for Bangkok.  
September 28, ESMERALDA, British steamer, for  
Manila.  
September 28, NAMOA, British str., for Coast  
Ports.  
September 28, CANTON, British str., for Wham-  
posa.

## PASSENGERS ARRIVED

Per Soochow, str. from Pakhoi, &c.—17 Chi-  
nese.  
Per Canton, str. from Shanghai—99 Chinese.  
Per Beaufort, str. from London, &c.—30 Chi-  
nese from Singapore.  
Per Johnson, str. from Chefoo, &c.—4 Chinese.  
Per Necker, str. from Shanghai—Consul-  
General and Mrs. Lohrenz, 5 children and 4  
European servants; Messrs. Ibrahim, H. Peter-  
son, W. F. Finch, and D. Sturz.  
Per Fook, str., from Foochow—5 Chinese.  
Per Glenrochy, str. from Shanghai, &c.—  
Capt. Baker, Miss Baker, Mr. Gardiner, and 800  
Chinese.

## DEPARTED

Per Namoa, str., for Amoy—Messrs. C. F. de  
Carvalho and Vaughan.  
Per Salter, str., for Haiphong—Mr. Geo.  
Viviansen, and 20 Chinese.

## REPORTS

The British steamer *Glenrochy*, from Shang-  
hai via Amoy 27th September, reports had mo-  
derate fine weather throughout.

The British steamer *Canton*, from Shanghai  
25th September, reports had strong N.E. winds  
and fine weather throughout.

The British steamer *Soochow*, from Pakhoi  
24th September, Hooch 26th, and Maoo 27th,  
reports had fresh N.E. winds throughout.

The British steamer *Benalda*, from London  
13th August, and Singapore 21st September, re-  
ports had strong N.E. winds the last two days.

The British steamer *Fok*, from Amoy 27th  
September, reports had light to strong N.E.  
winds throughout the passage. In Amoy stra-  
Haihong, Zifro, and Thaia.

The German steamer *Necker*, from Shanghai  
26th September, reported H. E. monsoon and  
fair weather throughout. Made the passage in  
2 days 7 hours 45 minutes.

## AMOY SHIPPING

September 28, ARRIVALS.  
18. Fidler, German str., from Hongkong.  
18. Tsoan, Chinese str., from Shanghai.  
18. Hooch, Chinese str., from Hooch.  
18. La. Chelcheria, French str., from Chefoo.  
20. Eliza, German str., from Hongkong.  
20. Dismants, British str., from Hongkong.  
20. Haiphong, British str., from Foochow.  
20. Antenor, British str., from Hooch.  
21. Promethia, British str., from Shanghai.  
21. Sagittaire, French str., from Shanghai.  
23. Thales, British str., from Hongkong.  
23. Formis, British str., from Taiwan.  
18. Hooch, British str., for Tamsui.  
18. Chelcheria, French str., for H'kong.  
21. Promethia, British str., for H'kong.  
21. Cheng H. Kian, British str., for Swatow.  
22. Fo Hoo, Customiser, for Light-houses.  
22. Sagittaire, French gunboat, for H'kong.  
22. Thales, British str., for Foochow.

## W.ING. T. A. & CO.

SHIP'S COMPRODADORES STVDORES,  
AND  
COAL MERCHANTS.  
FRESH PROVISIONS SUPPLIED AT THE  
SHORTEST NOTICE.

## NO. 17, POTINGE STREET,

香港德記公司

## 1502

## Y. E. S. U. N. G. & CO.

## COAL MERCHANTS

have always on hand

LARGE STOCKS OF EVERY DESCRI-

PTION OF COAL.

Address—Car of Messrs. Y. E. S. U. N. G. & CO.

## No. 68, PRAYA.

## AND R. TENNETT'S ALE and

## PORTER.

DAVID CORSAH & SONS

Merchant Bals.

Navy Bals.

Long Flax

Crown

ARNHOLD, KARBERG & CO.

Hongkong, 11th May, 1886.

## INTIMATIONS.

## BANKS.

HONGKONG & SHANGHAI BANKING  
CORPORATION.

PAID-UP CAPITAL.....\$7,500,000.

RESERVE FUND.....\$4,500,000.

RESERVE FOR EQUALIZATION OF  
DIVIDENDS.....\$200,000.

RESERVE LIQUIDITY OF PROPERTIES.....\$7,500,000.

## NOT READY.

LANE, GRAWFORD & CO.

NEW SEASIDE STATION OF  
FLOWER & VEGETABLE SEEDS

AND ALL

GARDEN REQUISITES.

SPECIALLY FOR THIS SEASON:

A variety of VEGETABLE and FLOWER

SEEDS, prepared and put up by the Royal

Agricultural and Horticultural Society of India.

(This collection is strongly recommended as

suitable for the climate of Hongkong.) Price

\$6.50 the Assortment.

Also,

SUTTON'S ENGLISH VEGETABLE AND

FLOWER SEEDS.

BOWEN'S SAN FRANCISCO VEGETABLE

AND FLOWER SEEDS

in the usual varieties.

In order to avoid disappointment, Orders for

Seeds should be sent in AT ONCE.

SUTTON'S CONCENTRIC AND MANU-  
FACTURED TOOLS.

LAWN MOWERS, LAWN SPADERS AND FORKS

BEDDER SHEARS, GARDEN SPRINGS, WATERING

CANS, GARDEN TROWELS, SCYTHES, AND

SCYTHE STONES.

LANE, GRAWFORD & CO.

ELLY & WALSH, LIMITED.

Rendle's Every Boy's Annual, 1887.

Kunhardt's Small Yachts, their design and

construction.

DEAUX granted on London and the chief

commercial places in Europe, India, Australia,

America, China and Japan.

JOHN WALTER, Acting Chief Manager.

Hongkong, 28th September, 1886.

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SUTTON'S NEW Illustrated Postage Stamp Album,

3370 Engravings.

The Cabinet Lawyer.

Roget's Thesaurus of Words—1887 Edition.

A Large Stock of New French Novels.

Lord Wolseley's Pocket Book.

Lord Wolseley's Book—New Edition.

Major's Chinese Government—New Edition.

Dyer's English Chinese Vocabulary.

Richter's Atlas von China.

Descriptive Text of do.

Lloyd's Register of British and Foreign

Shipping, 1886.

Bret Harte's Complete Poems.

Walt Whitman's Leaves of Grass.

Walt. Whitman's Leaves of Grass.

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ries were saved that day by the second mate and his coolies.

16.—On the afternoon of the 15th May Mr. J. M. Stavers, of the firm of Messrs. Shandberg & Co. of Hoboken, with my lighters, and on coming on board the *Dyfia*, by permission of her master, continued the work of transhipping the cargo into the lighters he had brought with him.

17.—About 8 a.m. on the 16th May the plaintiffs (other than the plaintiff in the Thomson and D'Albret case) and myself, the *Partridge*, and to the assistance of the *Dyfia* in compliance with the said request for a tag, and about midday, after incurring considerable risk in doing so, the *Partridge* anchored close to the *Dyfia*, and thereupon the plaintiff J. M. Stavers went on board the *Dyfia*, and offered to tow her into a port of safety, and remove the remainder of the cargo.

18.—About the same time the *Partridge* received a signal from the *Dyfia* that she had arrived at the port of *Port Darwin*, British North Borneo, which afterwards proved to be H.M.S. *Abstrusus*, and in consequence thereof the master of the *Dyfia* declined any further assistance from the *Partridge* or those on board her. Accordingly the master and said second mate of the *Partridge*, with the coolies who had been brought by the said second mate, left the *Dyfia* about 1 p.m. for their own ship.

19.—About the same time the *Partridge* received a signal from the *Dyfia* that she had arrived at the port of *Port Darwin*, British North Borneo, which afterwards proved to be H.M.S. *Abstrusus*, and in consequence thereof the master of the *Dyfia* declined any further assistance from the *Partridge* or those on board her. Accordingly the master and said second mate of the *Partridge*, with the coolies who had been brought by the said second mate, left the *Dyfia* about 1 p.m. for their own ship.

20.—Those on board the *Partridge* then observed that in attempting to approach the *Dyfia* H.M.S. *Abstrusus* had run aground, and at about 3 p.m. the *Partridge* was unable to disengage therefrom, the *Partridge* having been compelled to her assistance, and by means of a wire hawser which was run from her to the *Partridge*, the *Partridge* succeeded in towing her off into deep water after about 40 minutes.

21.—After this successful service the *Partridge* anchored close astern of H.M.S. *Abstrusus* for the night, and on the following morning, viz., the 17th May, the *Partridge* left for *Holbow*, where she arrived on the morning of the same day.

22.—The same day, about 2 p.m. H. M. S. *Abstrusus* steamed into *Holbow*, having the *Dyfia* in tow.

23.—The locality in which the *Dyfia* ran ashore is extremely dangerous, partly owing to the numerous sandbars and shallows, and partly to its exposed position. *Partridge* was weather-bound, and was unable to approach the *Dyfia* and *Holbow*, and she could not be approached without great risk.

24.—The weather during these services aforesaid was fair, but on the 15th and 16th May it was at times overcast and threatening, and during the morning of the 16th May the barometer was falling, and the weather appeared likely to be equally.

25.—The said second mate of the *Partridge* was on board the *Dyfia* at the same time, and made out a report to the *Dyfia* that the same was safe, and required her services to be provided as he had. The master and owner of the *Dyfia* have made themselves liable to Messrs. Herton & Co. of *Holbow* for the expenses of lighters and coolies procured by them to the amount of \$4,000.

26.—By the services aforesaid the *Dyfia*, her cargo and lives of those on board were saved from total destruction, and the *Dyfia* from about 500 tons residue, and was bound from Bangkok to Hongkong with a cargo of rice. As valued the value of the *Dyfia* was for the purposes of this action, her determined at the sum of \$20,500. The value of her cargo was \$39,600. The *Dyfia* left *Holbow* for Hongkong on or about the 27th day of May, 1888, taking on board most of the crew which had been left with her, and on arrival at Hongkong the whole of such crew was delivered to the *Yan Po* Hong before the plaintiffs could arrest it.

27.—A composition has been agreed by the court for the sale of the *Dyfia*, and the proceeds thereof have been ordered to be paid into court. The plaintiffs claim—

1.—The compensation of the *Dyfia* and her freight in an amount of salvage remuneration as to the court may seem just, and in the costs of this action.

2.—Such other or further relief as the nature of the case may require.

Mr. Francis said he might say with reference to this case that the amount claimed was larger than the plaintiffs actually expected to recover. The amount of \$20,500 was to be out of the sum of \$30,000 which the parties concerned.

Mr. Francis then proceeded to read the answer for the *Dyfia* to this second position, but as it is to a considerable extent a repetition of the answer to the first position it is not necessary to reproduce it in full.

The reply set out that the *Partridge* came to the *Dyfia* while the latter was aground, came to her assistance, but after picking up two of her boat crew, and being unable to get her off by the tide, the *Dyfia* at 12.30 p.m. refused to take her in, and the parties concerned, but requested the *Partridge* to report her to *Holbow*, and to send lighters to her. The *Partridge*, however, did not report the matter as requested, but concealed it in order to deprive the *Dyfia* of any other assistance. The lightening by the boats brought by *Partridge* was described, and the slipping of the *Dyfia* into deep water, after the damage had been done, and the *Dyfia* was making a little water in the hold, and after tank, but the pump, worked by the donkey engine, kept it down. At 2 p.m. the chief mate, who had been sent off in a Chinese boat, arrived with the lighters from Messrs. Herton & Co., together with some coolies. At the same time the *Partridge* was in sight she was drawing 10 feet of water, and the *Dyfia* was in 25 fathoms, and the *Partridge* was at once refused. The *Dyfia*, without any difficulty, got the *Dyfia* off, and towed her into *Holbow*. The defendant denied that the *Partridge* was of the value of \$35,000, but admitted other particulars as to that vessel. He also denied that his boats would have drifted away but for the services of the *Partridge*; that he had never been in the place in which the *Dyfia* was when she was discovered, and that there was any fear at that time of a change of the weather, which was calm and favourable throughout; nor was there the least danger in the *Partridge* approaching the *Dyfia*. *Partridge* was never in want of sufficient food, nor in fear of peril of life; he supplied no provisions to the crew, and patient watching and vigilance were not required from him, as he was a master of his own ordnance. Defendant also denied that the plaintiff had made themselves liable to Messrs. Herton & Co. for lighters and coolies in the sum of \$4,000, and he alleged that the sum of \$1,600 was ample to pay and satisfy such claim. Defendant denied all risk to the *Partridge* or any of the plaintiffs in the matter, or that but for their assistance the *Dyfia* would have been a total loss. Defendant also denied that the value of the *Dyfia* was determined for the purposes of this action to be \$20,500; but the price realized for her was \$15,000. The value of her freight, however, was \$3,650, and her cargo \$30,650, as stated. The defendant also submitted in this case to the judgment of the court for such mode of award of salvage to the plaintiff as might be deemed just under the circumstances.

The following evidence was taken:

Captain Stavers, master of the *Dyfia*, said that on the 12th May last he was on a voyage to *Holbow* with a general cargo. When in the *Hainan* Straits he sighted the steamer *Dyfia* on the inside bank on the South side of the straits about two or two and half miles from the shore, and about 10 miles from *Holbow*. He saw the *Dyfia* still a cable, and she was burning.

He got all his cargo boats out, and kept them at work lightening the *Dyfia* by transhipping cargo all day. He gave the people on board the *Dyfia* provisions he had brought for himself, as they had nothing in the shape of fresh provisions to eat, and they had eaten cargo rice.

He took out of the *Dyfia* what they had brought, and the *Dyfia* was then about 100 feet short of cargo. There was a hole in the side of the *Dyfia*, and he went to her as close as he could, at some slight risk to his own ship, as there was no channel through, and he had to take his own chance of crossing the bank. The

banks were shifting. He got to within about three-quarters of a mile of the *Dyfia*. He had about 100 men, provisions, and his vessel as that time. He was preparing to send his boat to her when she sent off one of her own boats with the second engineer and four men on board. The *Dyfia* was almost on the middle of the bank. The second engineer reported that the *Dyfia* was short of coal and provisions. He brought no formal message from his captain, but he said nothing to him, and sent him to pick up two of his boats which were in sight. The boats were a mile or half a mile apart. S.W. of the ship, and through the men on board were pulling as hard as they could, the tide and wind were carrying them away. The current was to the W., there was a light N.E. wind, and a heavy sea to the N.E. The *Partridge* got up the *Dyfia*, and offered to tow her into a port of safety, and remove the remainder of the cargo.

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Other lightening, witness believed, was required before the vessel could be got over the sandbank. The *Dyfia* was then about 100 feet from the *Partridge* in the junk. This was about 1 p.m., and the captain of the *Dyfia*, and told him he had come to the *Dyfia* off, and after lightened her, if necessary. The captain declined as there was a British man-of-war in sight coming from the *Dyfia*, and arrived there about 25 minutes past noon. The *Dyfia* was lying in a deep hole in the bank still with the bank between her and the channel. The *Partridge* was drawing about 11ft. 6in. It went inside the bank and lay about 100 feet from the *Dyfia*. There was no sea at the time, but a swell, and the *Partridge* lay in the junk. This was about 100 feet from the *Dyfia*. Witness said that the *Dyfia* was getting very deep at. The donkey engine kept the pumps going, and towards noon it began to gain ground. At 3 p.m. the *Partridge* was still with the *Dyfia* in the middle channel, and the *Dyfia* was on the *Partridge*, and coming to the *Dyfia* off, and the *Partridge* was about 100 feet from the *Dyfia*. This was about 3 p.m., and was got off at about 5 p.m. The *Partridge* then went to the *Dyfia* at noon on Sunday. The *Dyfia* had all the pumps working, and towards noon it began to gain ground. At 3 p.m. the *Partridge* was still with the *Dyfia* in the middle channel, and the *Dyfia* was on the *Partridge*, and coming to the *Dyfia* off, and the *Partridge* was about 100 feet from the *Dyfia*. This was about 3 p.m., and was got off at about 5 p.m. The *Partridge* then went to the *Dyfia* at noon on Sunday. The *Dyfia* had all the pumps working, and towards noon it began to gain ground. 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## VESSELS ON THE BERTH.

AMERICAN AND ORIENTAL STEAMSHIP COMPANY.  
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamer "SAN PABLO" will be despatched for San Francisco, via Yokohama, on SATURDAY, the 26th October, at THREE P.M.

Connections are being made at Yokohama with Steamers from Shanghai and Japan Ports. All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous.

RETURN PASSENGERS.—Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central. C. D. HARMAN, Agent.

Hongkong, 15th September, 1886.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY. THROUGH TO NEW YORK VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF SYDNEY" will be despatched for San Francisco, via Yokohama, on TUESDAY, the 12th October, at THREE P.M., taking Passengers and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Island Cities of the United States, via Overland Railways, to Hawaii, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic Lines of Steamers.

RETURN PASSENGERS.—Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. on the day previous to sailing. Cargo will be received at the Office until 5 P.M. same day. Pre-Paid Return Passage Orders should be marked to address in full value of 10% is retained.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Office, in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight apply to the Agency of the Company, No. 504, Queen's Road Central. C. D. HARMAN, Agent.

Hongkong, 22nd September, 1886.

GENERAL LIFE AND FIRE INSURANCE COMPANY.

THE Undesigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on FIRE AND LIFE AT CURRENT RATES.

PUSTATU & CO.

Hongkong, 1st April, 1886.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undesigned Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GELMAN & CO.

Hongkong, 1st January, 1886.

GENERAL FIRE INSURANCE COMPANY.

THE Undesigned Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of \$60,000 on any one

FIRST-CLASS BISK.

RATES ON FIRST-CLASS GODOWNS REDUCED TO 1 PER CENT. NETT PER ANNUM FROM THIS DATE.

GIBB, LIVINGSTON & CO., Agents.

Imperial Fire Insurance Company.

Hongkong, 9th May, 1886.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undesigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMESSEN & CO., Agents.

Hongkong, 16th November, 1882.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undesigned Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at 1 per cent. Nett per annum for Annual Periods.

NORTON & CO., Agents.

Hongkong, 20th May, 1881.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

The Undesigned Agents for the above Company, are prepared to GRANT INSURANCES to the extent of \$65,000, on first-class risks at current rates.

SHIEMESSEN & CO., Agents.

Hongkong, 27th March, 1872.

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

FOR SAN FRANCISCO.

THE 100 A. I. America Ship.

"T. F. OAKES,"

Chief Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & CO.

Hongkong, 27th September, 1886.

FOR SAN FRANCISCO.

THE British Ship.

"GALATEA,"

Wm. Colville, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to MELCHERS & CO.

Hongkong, 23rd August, 1886.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

"MORNING STAR."

One Daily Trip between PEDDAR'S Wharf and Tsim-Tsui-Tsui at the following hours.—This Time Table will take effect from the 15th October, 1886.

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undesigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & CO.

Hongkong, 5th November, 1883.

FIRE INSURANCE COMPANY, OF 1877.

IN HAMBURG.

THE Undesigned Agents of the above Company, are prepared to ACCEPT RISKS at Current Rates.

PUSTATU & CO., Agents.

Hongkong, 18th January, 1884.

NOTICE.

PRINTING OF EVERY DESCRIPTION AT THE "DAILY PRESS" OFFICE.

Particular attention is given at the Establishment to COMMERCIAL and GENERAL JOB PRINTING, every description of which is exerted.

IN THE BEST STYLE

and at

SUCH PRICE

AS THE MARKET WILL ALLOW.

FAVOURABLE COMPARISON with

ANY IN THE EAST.

DAILY PRESS OFFICE.

HONGKONG.

THE TOURIST'S GUIDE.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Panti and Mandarin Pronunciation.

Also few copies of the GRAMMAR of the CHINESE LANGUAGE, in two parts.

The Daily Press Office.

## INSURANCES.

## MAILS EXPECTED.

## THE FRENCH MAIL.

The Messagerie Maritime steamer "Djenné," with the next outward French mail, left Saigon at 10 A.M. on the 26th, and may be looked for here on or about the 29th instant.

## THE AMERICAN MAIL.

The Pacific Mail steamer "City of Sydney," with mail, &c., left Yokohama on the 23rd September, and may be looked for here on or about the 2nd October.

## THE INDIAN MAIL.

The Indo-China steamer "Wing-ang," with the Indian mail left Singapore on the 27th September, and is due here on the 3rd October.

## STEAMERS EXPECTED.

The Navigation Generale Italienne steamer "R. Rubattino" left Singapore on the 23rd, and may be expected to arrive here on or about the 29th instant.

The steamer "Benevento" left Singapore on the 23rd, and is due here on the 29th instant.

The steamer "Tidman" left Singapore on the 24th, and is due here on the 30th instant.

The China Steamer "Mutual S. N." Co.'s steamer "Chingkuo" left Singapore on the 26th September, and may be expected to arrive here on or about the 2nd October.

The Union Line steamer "Dupleix de Lome" left Singapore on the 27th September, and may be expected to arrive here on the 4th October.

## POST-OFFICE NOTICES.

When Correspondence has been mislaid, or delayed (both of which are liable to happen occasionally) all that this address need do is to note on the cover, "Sent to [ ]" or "Received by [ ]" or as the case may be, and forward it, without any other writing whatever, to the Postmaster-General. This should be acted on the first time case of complaint occurs; it is a mistake to let such matters pass for fear of getting trouble, or worse which generally gives more trouble in the end.

LOCAL DELIVERY.—No delivery is attempted on board Ship, at the Peak, Kowloon, Aberdeen, &c., nor at any private house (even though in the address) where there is a place of business nearby, at which delivery can be effected.

The Postal Guide for 1886, revised to date, will be found in the "Daily Press" Directory, p. 335 large edition, p. 701 small edition. This is the only authorised complete Summary of Post Office information published in Hongkong.

5.—The authorised List of Mails issued in connection with this paper is the one published by the Postmaster-General, which is always corrected to a much later hour than that given below.

## MAILS CLOSE.

For Yokohama and Kobe, Per Belliger, to-day, the 29th inst., at 11.30 A.M.

For Straits and Calcutta.—Per Japan, to-day, the 29th inst., at 2.30 P.M.

For Haifong.—Per Actv, to-day, the 29th inst., at 4.30 P.M.

For Nagasaki, Kobe, and Yokohama.—Per Japan, to-day, the 29th inst., at 5.00 P.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, and New Zealand.—Per Australia, to-morrow, the 30th inst., at 3.30 P.M.

For Shanghai.—Per Canton, on Saturday, the 2nd October, at 3.30 P.M.

For Singapore.—Per Polyphonia, on Wednesday, the 6th October, at 4.30 P.M.

For Nagasaki, Kobe, and Yokohama.—Per Japan, to-morrow, the 1st October, at 2.00 P.M.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "Yenchi" will be despatched on THURSDAY, the 30th instant, with Mails for the United Kingdom, Europe, and places beyond, via Naples; to Seignac, Calcutta, Sete, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, Gibraltar, &c., &c.

The hours observed in closing the Mails, &c., will be the same as in the case of the French Packet.

Correspondence should be marked "Per German Mail," and the name of the Post Office.

The Post Office declines all responsibility for Registered Letters containing Gold, Notes, Coins, or Jewellery, and, where Registration has been neglected, will make no enquiry into alleged losses of such letters.

## MAILS BY THE UNITED STATES PACKET.

The United States Contract Packet "San Pablo" will be despatched on SATURDAY, the 2nd October, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

2.15 P.M. Registry closes.

2.30 P.M. Post Office closes, but Correspondence may be posted on board the Packet with Postage of 10 cents extra Postage, until the time of departure.

The Post Office declines all responsibility for Unregistered Letters containing Gold, Notes, Coins, or Jewellery, and, where Registration has been neglected, will make no enquiry into alleged losses of such letters.

## MAILS BY THE BRITISH PACKET.

The British Contract Packet "Yenchi" will be despatched on TUESDAY, the 12th October, with Mails for the United Kingdom, Europe, and countries beyond, via Batavia, the Straits Settlements, Netherland Indies, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.,

The Post Office declines all responsibility for Unregistered Letters containing Gold, Notes, Coins, or Jewellery, and, where Registration has been neglected, will make no enquiry into alleged losses of such letters.

## MAILS BY THE GERMAN PACKET.

The German Contract Packet "Yenchi" will be despatched on FRIDAY, the 15th October, with Mails for the United Kingdom, Europe, and countries beyond, via Batavia, the Straits Settlements, Netherland Indies, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

The hours observed in closing the Mails, &c., will be the same as in the case of the French Packet.

Correspondence should be marked "Per German Mail," and the name of the Post Office.

The Post Office declines all responsibility for Registered Letters containing Gold, Notes, Coins, or Jewellery, and, where Registration has been neglected, will make no enquiry into alleged losses of such letters.

## THE ENGLISH MAIL.

The following Letters are observed in closing the Mails, &c., by the British Contract Packet:—

1. Day of Despatch.